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AFS-600

DESIGNEE UPDATE

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ONLY A 3RD CLASS

Did you know that NOW a pilot examiner only needs a 3rd class medical? This is a recent change. Initial designation, renewal, and reinstatement can be accomplished with just a 3rd class medical. One reason this decision was made was based on the high costs of obtaining a 2nd class medical after by-pass surgery

NOT SMART

Every now and then we will have a discussion with pilot examiners who have been around for quite some time. These conversations are very pleasant until the discussion strays out of the comfort zone into an area of sheer terror and disbelief.

Some examiners, when acting in the capacity as flight instructor, have proudly stated "I require my students to make a dead stick (prop not turning) landing". Can't argue that this is great experience, BUT if something goes wrong one day the ambulance, doctor, insurance company, and lawyer will all be standing in line.

The Practical Test Standards requires that a prop be feathered during a multiengine test. This is not a popular task to be performed by some people, and at this point it should be made clear that dead stick landings in single engine aircraft or landing with one prop feathered in multiengine aircraft are NOT required during the test. Needless to say, the FAA does not condone this practice.

The following are remarks and statements taken from articles that have been written attacking the validity of feathering a prop.

1. I don't want to ruin a high dollar engine by feathering it in extremely cold temperatures.

2. I have flown this airplane before, and I know that it may not come out of feather.

3. It's much safer to feather it on the ramp.

4. The weather was too bad, so I decided not to take a chance; besides, the applicant came a long way and I didn't want to make him come back.

5. If you have to feather the prop in a real situation, you wouldn't spend time trying to restart it.

OUR REPLY:

1. To date, we have not received one call from Alaska complaining that it was too cold to shut down and restart an engine. The PTS does not state that you have to fly around for 15 minutes with one engine shut down. If the examiner plans ahead, the tasks required while one engine is shut down can be accomplished safely in a short period of time.

2. If you have prior knowledge that the props of a particular airplane will not come out of feather, then, as an examiner, it would not be prudent to use that airplane.

3. Can't stop laughing long enough to answer this one.

4. If the weather is marginal, then you should consider rescheduling the test, or issuing a letter of discontinuance.

5. True you probably wouldn't, but the certification process requires the demonstration of feathering the prop, and since it is not safe to land on one engine, the examiner will require you to restart the engine.

DO YOU WANT ANSWERS TO FAR-61 & 141 QUESTIONS?

The AFS-600's web site contains a wealth of aeronautical information:

Http://www.mmac.jccbi.gov/afs/afs600

If you want the latest **interpretations of the New Parts 61 & 141 Regulations**, they can be found by clicking on the title "New Part 61 FAQ" on the home page or by going to the Pilot Examiner page and clicking on the word "here" in the **frequently asked questions area** near the bottom of the page. Downloading the free Acrobat reader file (named acroread.exe) to your PC will allow you to view, print, and word search the "pdf" file.

You can find and get a free copy of the **Practical Test Standards.** Do you vaguely remember something in one of these **Designee Updates,** but can't find the copy? No problem; on the Pilot Examiner page, you can **view and print** past copies of this newsletter. Do you want to meet the standardization team? Well, download the Pilot Examiner Course introduction movie to see each of the team members.

Yeah sure, but what if I want a copy of one of the new handbooks, say like the **Pilot's Handbook of Aeronautical Knowledge? Download the whole book**, chapter by chapter (free) – if you have enough paper! How do I know if I have the latest version of the **PTS** or if there are any **changes** to the one I have? Go to the Airmen Testing page and find links to all of those wants and desires.

Do you have a friend who is thinking of **becoming a Designated Examiner?** The National Examiner Board page explains the selection process and has the appropriate **application form to view and print**. You can also download a copy of the Designee Seminar Schedule to stay tuned to upcoming seminars.

Have you wondered what the **ACRA software** for windows is like? Download a copy from this site and evaluate the program. How about an **Amateur Built Kit List?** It's there! General Aviation Airworthiness Alerts – there too!! We also have links, on our first page, to **every FSDO, Regional Office, and Center in the U.S.** If they have a web site, we link to them and lots more. Come give us a visit – you'll like us.

??? PAR vs. PEA ???

PAR is a three-letter word and PEA is a three-letter word; that, they have in common. Of course, we all know that one is the standard for a particular hole of golf and the other is a succulent culinary delight. If you asked for a PAR and got a PEA, think you'd know the difference? Some airman applicants don't. The Private Pilot Airplane (PAR) test and the Pilot Examiner Airplane (PEA) test are two of the most commonly mixed of all airman knowledge tests. This is understandable since the persons requesting the PAR test are usually new to aviation. Research indicates that many airman applicants, even after viewing the entire test name, do not know the specific test required for the certification/rating sought. Flight and ground instructors are requested to assure that their students know the applicable test name before registering for their computer examination. With this guidance, airman test applicants will save time (proper tests will be waiting), money (paying for an incorrect test), and emotional stress (no explanation needed) on test day. A complete listing of all airman knowledge tests with the appropriate three-letter designator code can be accessed via the Internet address of http://www.fedworld.gov/pub/faa-att in a file named All Tests.

CENTER THRUSTERS HANG IN THERE

As of August 4, 1997, certification practical tests were no longer available in aircraft that could not perform all the required tasks. This included multiengine aircraft not having a published Vmc such as the Cessna 337. Flight Standards has determined that it does not necessarily promote safety to prevent applicants from receiving training and qualifing in such aircraft if the certificates are issued with pilot privilege limitations to the specific make and model of aircraft.

Soon after the first of the year the change process may be put in place to provide some relief.

DPE QUALIFICATIONS

The National Examiner Board (NEB) has received numerous pilot examiner applications from candidates with less than the minimum experience requirements. The following is the **BASIC** requirements for the DPE private pilot airplane designation:

(1) A commercial pilot certificate with an airplane category rating, appropriate class rating(s), and an instrument rating for airplanes; (2) A valid flight instructor certificate with an airplane category and appropriate class rating(s); (3) 2,000 hours as PIC, including 1,000 hours as PIC in airplanes, of which 300 hours were accrued within the past year and 100 hours as PIC in airplanes at night; (4) 300 hours as PIC in the class of airplane for which the designation is sought; and (5) 500 hours as a flight instructor in airplanes, of which 100 hours are in the class of airplane pertinent to the designation sought.

ENGLISH LANGUAGE COMPETENCY

The following is a suggested practical approach to determining an applicant's English competency, and was submitted by Inspector John Goldfluss.

1. CONVERSATIONAL ENGLISH: Greeting the applicant, engage him/her in normal conversation. Ask the person questions (as appropriate) such as, "Where are you from?" "In what city were you born?" In what country were you born?" "How long are you going to stay in the U.S.?" "What do you like about the weather in XXXX? "Other than flying, what

things do you enjoy doing? "When you complete your flight training, how do you plan to use your pilot certificate?" (NOTICE THE INCREASING COMPLEXITY)

2. ORAL READING: Have the applicant read orally any short paragraph of your choosing from any material which is typical of the information a student pilot would have to read in the course of his/her training and explain orally the main idea of the content or ask him/her specific questions about it.

3. UNDERSTANDING: Have the applicant read silently a short paragraph from some aviation material (AFM or RFM, FAR, AIM, or Advisory Circular) and ask the applicant one or two specific questions on the main idea of the content.

4. READING, WRITING, UNDERSTANDING: Provide the applicant a section of technical material (AFM or RFM, FAR, AIM, or Advisory Circular) and have the applicant read it. Write a question and ask the applicant to read it and then write the answer to the question.

At the conclusion of any of the above steps, a decision can be easily made.

CERTIFICATION CHANGE!

AFS 760 has informed us that there is a procedural change in adding a "US Test Passed" to airman certificates involving a US certificate issued on the basis of a foreign license.

When you conduct the practical test, "Section II, Block A" is always completed because the certificate is issued on the basis of completion of the required practical test. NOW the examiner must also have the applicant check the box in "Section II, Block D" on the application listing the foreign country, grade, license number, and all ratings.

Remember, if the applicant is using a US based on foreign license, check and verify with the applicant that his/her foreign license is currently valid. If it has expired, the US certificate in not valid.

FDR-1D Designee Kit Status

Airworthiness Designees who are required to have, but have not yet received an FDR-1D kit or specific documents to complete their kit, may obtain this information via their personal computer (PC) by accomplishing the following:

By Direct Dial -
Set the modem parity to None; the databits to 8; the stop bit to 1; the terminal emulation to ANSI; and the duplex to Full. Dial FedWorld at (703) 321-3339. After connecting, follow the prompts as follows:
1. Type "F" for "Regulatory, Government Administration and State Systems."
2. Type "A" for "Regulatory Information Mall."
3. Type "D" for "FAA-AVR."
4. Type "C" under the FAASUB file.
5. Type "4" for "Regulatory Information (RI)."
6. Type "F" for "find files."
7. Type "F" for "by file name, alphabetically."

8. Page down until you find a file named "acroread.exe" (this is the Acrobat reader you may download free).
9. Choose the settings applicable to your PC and download the Acrobat reader file. This will allow you to view, print, and search the "pdf" files created in Adobe Acrobat.
10. After this is accomplished, return to the FAASUB menu and select "FAA-RI" for Federal Aviation Regulations or "FAA-OAI" (Other Aviation Information) for Orders, Notices, and Advisory Circulars.
11. To find a list of files contained in the FDR-1D kit, return to the FAASUB menu and type "5" for "FAA-OAI." Scroll through the files and find a file named "fdr1d-ls.pdf." Download this list to your PC. This file can now be accessed via the Adobe Acrobat reader you just downloaded; and is a list of the kit documents and their file names which can be downloaded as well.

By Internet -
1. Connect to http://www.fedworld.gov.
2. Under the menu "General Information Services," select "FAA Information" and click the GO button.
3. When the next screen appears, under "Select the directory from which you wish to receive files" select FAA-RI."
4. Choose the settings applicable to your computer and locate and download the free Acrobat reader file (named acroread.exe) to your PC. This will allow you to view, print, and search the "pdf" files.
5. After this is accomplished, return to the FAASUB menu and select "FAA-RI" to obtain Federal Aviation Regulations or "FAA-OAI" (Other Aviation Information) to obtain Orders, Notices, and Advisory Circulars.
6. To find a list of files contained in the FDR-1D kit, return to the FAASUB menu and select "FAA-OAI" Under the option that reads "Enter a couple of keywords that might appear in the description of an FAA Publication," enter "fdr1d*.pdf" and click on the "Start Search" button " Scroll through the files and find a file named "fdr1d-ls.pdf." Download this list to your PC. [This may be accomplished by positioning the cursor over the document title (i.e. fdr1d-ls.pdf) and clicking the right mouse button ONE time. This will cause a drop-down menu to appear. From this drop-down menu select "Save Target As." Enter the file path giving the location to which you wish to download the file.] (This may require considerable time for the download process to be completed when downloading some larger documents.) This file can now be accessed via the Adobe Acrobat reader you just downloaded, and is a list of the kit documents and their file names which can be downloaded as well, using the procedure listed above.

If you need assistance, you can contact the Fedworld help desk at (703) 487-4223 or the FAA point of contact: Bobbye Gagnon at (405) 954-6354.

If you obtain a complete kit through FedWorld, you should notify your managing office so they can enter this information into the Designee Management Subsystem (DMS). A tickler screen in the DMS will continue to indicate you have not received a kit or specific documents until the screen is changed to indicate otherwise.